COTTON CHATS

FROM

DRAPER COMPANY

SHIPMAN'S
COMMON-SENSE BINDER

PATENTED

JANUARY 19, 1892. APRIL 19, 1904

To open binder, remove the slides from fasteners raise the fasteners to an erect position and then file papers. For punching: lay the papers on covers and mark sheets to correspond with fasteners.

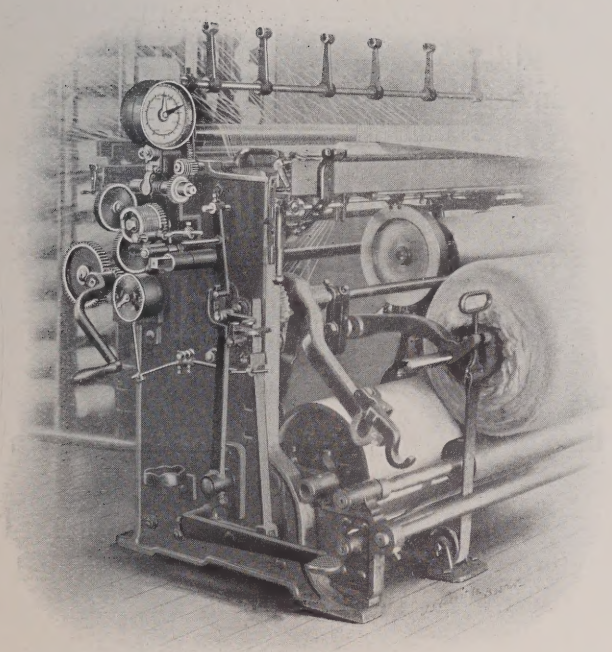
If DUPLICATE is wanted ORDER 25981

ASA L. SHIPMAN'S SONS
MANUFACTURERS,
NEW YORK.

COTTON CHATS

By the Secretary of the
DRAPER COMPANY,
HOPEDALE, MASS.

No. 53. AUGUST, 1906.



WARPER CLOCK.

In Chats for July, 1905, we illustrated our new Warper clock attached to the pulley stand of our Balling machine. While this is still the preferred position we also attach it directly to the warper when the old system is used. Whichever the method the clock is all right—one of the most taking devices we have yet introduced.

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BUYING COTTON.

The Arkwright Club has recently adopted the following buying rules. The question of allowance for tare has been under discussion in their meetings for many years, but they

still adhere to the twenty-two pound maximum. While in the South I noted the operation of a compress with considerable interest and saw how generously the patches were applied. It struck me at the time that there would be little reform in use of proper bale covering so long as the torn covering gave excuse for the patches—since a patch naturally adds an excess in weight of bagging—to be sold at ten cents per pound—or more.

RULES FOR BUYING COTTON.

1. The weight of bagging and ties shall not exceed 22 pounds per bale, and claims shall be made on the excess over that weight.

2. Claims for extra tare shall be good for 15 months from purchase of cotton.

3. The average allowance for loss of weight on any one mark of cotton shall not exceed three pounds per bale, with cotton in sound and dry condition.

4. Country-damaged cotton will not be received.

5. The weights on Bills of Lading must agree with the invoice weights.

6. Bills of Lading containing clauses giving the carrier the benefit of insurance will not be accepted.

7. Bills of Lading containing clauses limiting the time in which suit for loss or damage shall be instituted will not be accepted.

8. Cost of insurance in excess of all rail rates on cotton *via* Gulf ports will be charged to shippers. The marine rates are allowed on shipments from Atlantic states *via* Atlantic ports by steamer.

9. The shipper's brand should be stencilled on each bale.

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MORE COMPETITION (?)

A circular issued by the United States Automatic Loom Company of California, was recently sent to our office, exploiting the value of stock in the Company. As we never expect to be injured by the competition of this mechanism, we are hardly interested in noticing the matter at all, except that we do dislike to see possible investors injured by misleading claims. It is implied that the saving by use of this loom in the United States and Canada could amount to $2,000,000 per day at a low estimate, if 2,000,000 looms

were using the attachment. It is hard to see how any attachment applied to a loom could save more than the total cost of operating the loom; for the total cost of loom operation is not $1 a day on an average, or anywhere near it. This enormous profit is not necessarily to go to the Loom Company, but they do apparently assume that they can get a royalty per loom of 10c a day. Now, figuring a modest estimate of 300 working days for the year, this would amount to $30 a year, or $600 for 20 years, not counting interest. We sell our Northrop looms for a fraction of that sum and they will certainly last over twenty years. This new attachment, therefore, is supposedly several times as valuable to the trade as the Northrop attachments—at least, they assume that the trade would be willing to pay several times as much for this idea. Inasmuch as it has not yet been proved that the device has any merit at all, the suggestions are somewhat startling.

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PROFIT FOR ALL.

In a circular letter accompanying a five-per cent. semi-annual wage dividend, the treasurer of the Bourne Mills uses the following language in part:

"*People pay for what pleases. Only a few weeks ago, one of the largest and shrewdest buyers in America said to me, frankly, 'I would rather have your goods than any others.' It is no more than fair for you to know this because I wish you to feel that every one of you has a share in pleasing that customer. The goods speak for themselves, good or bad, and bear witness in some form of the touch of every hand that takes any part in producing them.*"

The goods must also bear witness in some form of the touch of every machine that takes any part in producing them. We are pleased to remember that these goods are

woven on Northrop Looms, and are also pleased to note that there are profits enough in using Northrop Looms to allow a surplus wage-dividend.

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TESTS AND TESTS.

We note in an advertisement of the Geo. W. Stafford Company in the Fall River Herald, certain statements presented as facts. One of them reads:

"In every recent competitive test, the 'Ideal' loom has 'won out' against all others."

We note that safe-guard in the use of the word *recent*, but we are not aware of any tests that deserve the name. Automatic looms can not be tested as to economy of production by mere running of single samples and the merit of the looms so run is not determined by the choice of a purchaser who is governed by difference in price. If there have been any real recent tests in which our looms have taken part we should know of it, but our information of such matters is singularly incomplete. What are these tests?—where were they made?—when did they occur?

Several years ago the introducer of the Harriman loom printed the results of a test between several sets of looms at the F. W. Poe Mfg. Co. in Greensboro. We were not allowed to furnish the number of looms that our weaver could run so did not take much stock in the alleged result. The Poe Company did not buy more Harriman looms but **they have just placed an order with us for 750 Northrop Looms.** Our order list is larger than ever before with but one exceptional period—when many more new mills were in progress.

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